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JULY 10, 1922

Issued Weekly

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VOLUME XIII

Number 2

SPECIAL FEATURES

PROGRESS OF NATIONAL AERONAUTIC ASSOCIATION
 AVIATION IN NEWFOUNDLAND AND LABRADOR
 PROBLEMS OF MILITIA AVIATION
 THE MONMOUTH FLYING MEET

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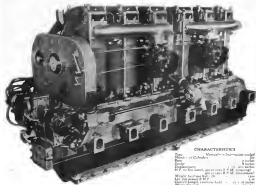
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AVIATION

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AVIATION

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The German-Russian Airway

ON May 3 a most important development in public air transport was inaugurated with the opening of a direct and regular airway between Königsberg, in Eastern Germany, and Moscow. The importance of this development lies in the fact that this airway is one of the very few which are an independent constant security, as all previously existing routes of communication between Germany and Russia ran, owing to the war and the aftermath, in a state of chaos.

At the present time it takes five days, and a considerable amount of permission, to travel between the two capitals. The route takes on the average eight days between the two cities, while even telegrams spend four days in transmission.

The airway is operated, from Königsberg to Moscow, which will soon be extended to Berlin, in 700 miles long and is flown during the day in two stages of four hours each. The convenience of this service is such that the German and Russian governments have, for the present, reserved the entire passenger and mail space for the use of their consuls and the exchange of official correspondence and documents.

The airway company which operates this service is particularly international. While it is incorporated in Germany and headed by several of the largest German industrial and shipping interests, its airplanes display Russian nationality markings, as shown in the cover illustration, the ships being of Dutch manufacture and fitted with British engines. The airplanes used on this service are Fokker F3 cock airplane of an improved model which is fitted with the new 350 hp. Holohorn "Eagle" 60 commercial engine. These machines have a top speed of 125 m.p.h. The passenger accommodations are more elaborate than in the F3 machines imported in this country; a large baggage compartment has been added behind the cockpit, and for the use of the common time sleeping berths are provided which can instantly be converted into six seats for day traffic. An effective heating arrangement for the cockpit, the cabin with clean warm air is also installed.

Thus, after "blackout" China, which was already the leading world warplane as far as carrying loads and passengers or schedule, radio Berlin comes as the surprise of placing itself on the airway map of the world.

Radio in Aeromotion

THE average person perhaps the most striking thing about radio is its simplicity. In the recent balloon rescue of the mountaineers, who had never had previous radio experience, took up a set which had been hurriedly assembled but a few minutes before the start, with an instrument weight less than 25 pounds, and received clear reports and news at all stages of the flight.

It comes therefore as somewhat of a shock to learn that as airplanes the Navy still prefers to use pigeons for their

greater reliability in an emergency. Evidently airplane radio has not yet reached a point of "selling itself" completely.

To do this evidently requires several things, including:

1. The better protection of the apparatus, and provision for using it on the water.

2. The elimination of the telegraph code in favor of direct word messages.

3. Improvement in means of directing a beam of radio waves.

The latter will be of immense help in many different ways, not the least of which will be the facility with which aircraft direction and position finders can be operated. Given this, it is but a small step to the time when every pilot shall have, before his own exact plot of the position of his craft without any elaborate training and adjustment. A good landing can then be made on any prepared field without the slightest necessity for saving it.

The Mid-Western Flying Mast

IT is gratifying to be able to record the great success achieved by the Mid-Western Flying Mast held in Minneapolis, Minn., last month. The account of the mast which appears in this issue shows that this success was due to a program well thought out in advance and consistently carried out by men who knew what they were doing, and who had the confidence of the pilots. It would seem superfluous to state these reasons were it not for the fact that various flying events held in the past were not the success they might have been had they been properly planned ahead of time, and had the program decided on been carried out by competent officials.

This question of competent contest officials is a very delicate one. A contest official ought to be a pilot as well as an engineer, and last but not least an administrator of an event. These are qualifications which are seldom found in a single person. Where they exist they make for a first class contest official and the club which has him services is fortunate indeed.

The general satisfaction which prevailed at the Mid-Western mast, although, as our correspondent states, "average did not win a cup" proves that the operators of this annual manifestation knew where to put the right people to manage it.

On the other hand, we cannot but feel impressed with the service rendered the Middle-West despite toward aviation when we read that some sixty people flew to the mast from all points of the compass. This warrants a very cheerful outlook with regard to the future of aviation in the Middle-West. Indeed, it already seems as if that section of the country took to the airplane more readily in a practical way than any other, which is a development which is well worth watching.

The Mid-Western Flying Meet

Highly Successful Meeting at Monmouth, Ill. Marked by Appearance of New Bellanca Commercial Monoplane

The Mid-Western Flying Meet, held at Monmouth, Ill., June 15-17, was one of the most successful aviation meets held in the United States. Monmouth, with its population of 10,000, was an example for the rest of the country as to how to conduct a meet in which everybody that came was satisfied, though everybody did not win a cup.

None of the most beautiful cups ever put up for such events was won on a basis where every contestant was satisfied. Altogether \$5,000 worth of cups were taken away from Monmouth. There was no waiting to decide the winners of the various events. When the last ship landed of the last event



The Bellanca Model C7 airplane—a five-cylinder engine, 100-hp. (100-hp. engine) revolution of the Monmouth meeting

of the last day, the cups were placed upon a table, in the center of the field, around which 200 National guardsmen formed a circle 200 ft. in diameter. All of the spectators and everybody attending the meet was invited upon the field to see the presentation of the cups to the winners.

Major Schroeder's Appearance

May R. W. Schroeder, who officiated during the entire meet, and who was largely responsible for its success, entered the huge crowd, whenever he made a short talk. Major Schroeder said:

"A great many people in Monmouth have come to see and complemented me upon the success of the meet and the lack of accidents. My answer is this: I did not come to Monmouth, by airplane with Mrs. Schroeder, solely to help Monmouth, but to help promote the greatest recreation in all the world, the airplane, and in so doing, if a successful meet is the result, then Monmouth will gain as well as the airplane. For people have just witnessed one of the most successful aviation meets ever conducted in this country. The credit for the meet goes to the men in your town who took it upon themselves to put it over by getting your support in putting up three most beautiful cups, by arranging for one of the best landing fields in the country, by arranging for someone to come here like myself, with enough experience to assure the proper conduct of all the pilots and contestants during the meet."

"No meet can be a success unless the activities upon the field are controlled by someone who has the utmost confidence of all the pilots, one whom they all know personally, one whom they have respect and regard for. No man was here whose qualifications unless he first knows his job and the con-

ditions, he could be fair and honest, as well as unbiased. I have only acted as a go-between. I am able to talk the man who has the plane talk, I know what they want and what they do not want, and what you and your officers want and do not want. I have been able to fit all these ends together to the satisfaction of all concerned and only by the most sportsmanlike cooperation I have ever come in contact with, I am able to say—that credit must go to yourselves, your officers, 'the go-between,' the pilots and last, but not least the spectators. Monmouth, I salute you."

Major Schroeder then called for C. W. Beckman, president



The same man who called for C. W. Beckman, president

of the Aero Club of Monmouth, whom he introduced. Next, each pilot was called and as he entered the huge ring, he was wildly cheered. Major Schroeder then turned over the activities to Mr. Beckman, who officially presented each winner with three cups. As Mr. Beckman presented each cup, he gave a very touching talk of praise which was felt by all. It is indeed a notable fact that the engines of the various machines had not yet cooled off before the pilots had their cups in their hands. It is also interesting to note that sixty-one people came by airplane from various parts of the country, and that there were thirty-one airplanes flown to the meet. And when, as a grand finale, on the last day of the meet, every machine was put into the air for 15 min. of formation and other kinds of flying, twenty-eight machines at one time, the thousands of spectators were awed with the spectacle.

The Canton Iron Aircraft Corp., who established the flying field in Monmouth, has "sold" Monmouth as the airplane as it has sold other cities in the mid-west. The firm has some of the most up-to-date fields in the country with the highest class of service obtainable at any place. These fields are at Port Dodge, Des Moines, Iowa, Fairfield, Ark. in Iowa, and Monmouth, Ill. The personnel of the company consists of W. B. Brown, president; H. E. Durr, general manager; and R. L. Doherty, Shelby Short, Carl Gussens, Chas. Sherman, John Longmire and Stryker Miller, are the pilots. Their chief source of revenue is the present base outside of cross-country races at fifteen cents per mile per passenger, and the training of students. Since this organization started in 1918 they have graduated some fifty students without a single major accident or loss of student.

This organization arranged with the city of Monmouth to

July 15, 1922

put the meet over and they did. They also arranged that officially connected with the aviation industry that came to Monmouth by air or otherwise was to be the guest of the town. Every airplane was given five gasoline and Lubriplate oil. The pilots, passengers and crew, and all their expenses (paid with the use of the Country Club and the swimming tank).

The introduction during the three days of the meet was over 12,000. The last day the meet over 5000 people and 3000 airplanes. The grounds for miles around were in it. Southwest. The proceeds from the meet paid all expenses with a little profit to the organization. Sixty-one people came by airplane in thirty-two airplanes. An accident of any kind would have meant that one man making a parachute jump upon his side.

The New Bellanca Monoplane

The new Superweight Bellanca, when monoplane with its 10 hp. Anson and a speed of about 100 m. p. h., which arrived



The top center of the Monmouth meet—Left to right, E. Hamilton Lee, Walter M. Bruch, E. H. Lee, Edward Kuchel

from Omaha, was a surprise to all and the talk of the meet. Even the old timers who were present had to comment upon the remarkable performance of this new product of Prof. G. B. Bellanca, that was flown by a most capable pilot, Harry Smith of the Air Mail Service. This machine was every event in which it entered, winning four out of the five cups offered.

Another surprise came when a strange, yet familiar looking ship came over the field during the first day of the meet, this was a Brighet (300 hp. Renault) piloted by W. J. Yarker, possibly every capable pilot of the Air Mail Service. In the machine with Mr. Yarker, was Mrs. Yarker and four of her friends. The air heads protruding above the cockpit, to get a view of the change on the ground as they passed over the field at about 25 ft. height, gave a most interesting sight to the spectators—how it was announced that they had just arrived from Chicago, having covered 300 miles in 1 hr. 35 min. This machine, one of a batch which Mr. Yarker of Chicago has for sale, is of a type which has proven its worth as a transport on numerous flights. Mr. Yarker's Brighet started out on the second day of the meet for Atlanta, piloted by Shelby Short, who climbed into it he was not of gasoline, 3000 ft. winning the Atlanta cup contest.

Three Air Mail planes, piloted by R. H. Lee, Ted Marshall and F. F. Coffin, maintained an air mail service between Monmouth and Chicago every day of the meet flying approximately 100 miles per hour, making a round trip by May 15. C. McClellan, May F. L. Martin and Lewis Cassin, Carter, Green, Elmer and Houston, also participated in the meet.

Page 1

The big event of the meet was the two-hour, class "A" race, between E. Hamilton Lee in his mail plane and James M. Curran in his SVA. Mr. Curran, the coach pilot of the Higgins Aviation Co. of Chicago, was the talk of the meet for he put up one of the finest races ever witnessed against the mail plane, piloted by Lee. In the final heat, which was run the last day, Curran was speeded out by only three seconds, making the spectators wild, for they were all with James Curran. James was a good heart, but his engine was too stiff, having just been overhauled.

The Cox Motor Race was planned to accommodate the Local Southern, the Petrol and the Waco. The Waco did not show up and the Petrol did not arrive in time for the events. Though during the Cox Race the Petrol flew along with the other entries, it appeared faster in the straight away, but would lose on the curve due to the pilot not being familiar with the course.

The "plane change" and "wing walking" events are about



Shelby Short, W. A. Yarker, J. G. Beckman, Harry Smith, E. Hamilton Lee, Walter M. Bruch, E. H. Lee, Edward Kuchel

dead, and so dead will not again be seen in Monmouth. This is indeed gratifying as any meet may be marred by their failure, while very little success is attained for aviation if they do these stunts recklessly. Major Schroeder said he would not have anything to do with such a meet that allows such exhibitions for there was too much of stake as far as aviation is concerned.

The Participants

Following is a list of those who arrived at Monmouth by air:

- May F. W. O. McClure, pilot, in a B-15 (100 Hiram) from Chicago.
- May F. L. Martin, pilot; Elmer H. D. Kuchel, passenger, in a D-15 (100 Hiram) from Chicago.
- Local: Warren B. Carter, pilot; Friends C. E. Anderson, passenger, in a D-15 (100 Hiram) from Chicago.
- Local: J. D. Green, pilot, in a P-15 (100 Hiram) from Chicago.
- Local: Lewis Elmer, pilot, in a B-15 (100 Hiram) from Chicago.
- Local: S. Houston, pilot; Lewis Marshall, passenger, in a B-15 (100 Hiram) from Chicago.
- Local: Hamilton Lee, pilot; Harry Smith, passenger, in a B-15 (100 Hiram) from Chicago.
- Local: Ted Marshall, pilot; Eddie Richards, passenger, in a B-15 (100 Hiram) from Chicago.
- Local: F. F. Coffin, pilot; E. F. McClellan, passenger, in a B-15 (100 Hiram) from Chicago.

May R. W. Schroeder, pilot; Mrs. E. W. Schroeder, passenger, in a Standard Currier from Chicago.
 W. A. Tuckey, pilot; Mrs. Tuckey, L. M. Minor, T. W. Kahan, H. H. Hagley, and Elmer Gustafson, passengers, in a Biplane (300 hp.) from Chicago.

Harry Smith, pilot; Peter Marcell, passenger, in a Bellanca Monoplane (50 hp. Anzani) from Omaha, Neb.
 R. M. Laird, pilot; W. W. Wagner, Eddie, Wilbur Eagle, and Chas. Landis, passengers, in a Laird "Swallow" from Wichita, Kan.

Walter H. Beech, pilot; A. L. Wright and L. H. Kaufman, passengers, in a Laird "Swallow" from Wichita, Kan.
 James M. Curran, pilot; Howard Stale, passenger, in a BVA of the Higgins School from Chicago.

Geo. B. Post, pilot; A. B. Johnson, passenger, in a Huff-Ballou "Pony" from Kansas City, Mo.
 J. O. Burre, pilot; M. A. Hall, passenger, in a Standard "Tourmaster" from Lincoln, Neb.

C. Dufus, pilot; Berpl Miller, passenger, in a Ansaldo A3000 from Fort Dodge, Iowa.
 Sharley Short, pilot, in a Curtiss "Orion" 82 from Minneapolis, Ill.

John Livingston, pilot; Leroy Swamy and Marion Swamy, passengers, in a Laird "Swallow" from Fort Dodge, Iowa.
 H. H. Dams, pilot, in a J2445 from Fort Dodge, Iowa.

C. L. Sherman, pilot, in a "Cassak" from Fairfield, Iowa.
 Eddie Sandhuin, pilot; Ed. Jensen, passenger, in a J24 from Albert City, Iowa.

J. W. Smith, pilot; O. D. Shepherd, passenger, in a J2445 from Des Moines, Iowa.
 Oliver Conrad, pilot; A. J. Hartman, passenger, in a "Cassak" from Burlington, Iowa.

Don Hunter, pilot; Les Carothers, passenger, in a J2445 from Dubuque, Iowa.
 Ray Powers, pilot; F. E. Bartleson, passenger, in a "Cassak" from Mason, Ill.

Ray Richardson, pilot; James Webb, passenger, in a "Cassak" from Otis, Iowa.
 Gordon Hill, pilot, in a Curtiss Standard from Des Moines, Iowa.

Gleason Kinsley, pilot, in a J241 from Burlington, Iowa.
 Anna Ross, pilot; Harry M. Brown, passenger, in a J241 from Des Moines, Iowa.

The List of the Winners

The following list gives the names and performances of the winners and seconds in the various meet events of the meet.

FREE FOR ALL CUP RACE
 Class "A"—Hp. No. Limit 3 knots—15 Miles each
 Fastest boat:
 First—E. Hamilton Lee—MVA 520, 4:00 hp. 4 min. 33 sec.
 Second—James M. Curran—BVA 529 hp. 4 min. 33 sec.

FREE FOR ALL CUP RACE
 Class "B"—Hp. 150 Limit 3 knots—15 Miles each
 Fastest boat:
 First—Harry Smith—Bellanca CF 80 hp. 9 min. 15 sec.
 Second—Sharley Short—"Orion" KA, 150 13 min. 22 sec.

FREE FOR ALL CUP RACE
 Class "C"—GK 20 hp. Daily 3 knots—15 Miles each
 Fastest boat:
 First—Walter H. Beech—Laird "Swallow" 50 hp. 10 min. 52 sec.
 Second—R. M. Laird—Laird "Swallow," 50 hp. 11 min. 29 sec.

ALTIITUDE CUP CONTEST
 Same instrument used on all machines.
 First—Sharley Short—W. A. Tuckey, Biplane 300 hp. 22,000 ft.
 Second—James M. Curran—BVA 220 hp. 17,000 ft.

ACROBATIC CUP CONTEST
 First—Walter H. Beech—Laird "Swallow" 25 points
 Second—Don Hunter—"Cassak" 20 points

PARACHUTE JUMP FOR SPOT LANDING CUP

Distance from spot
 First—Edward Kolstedt (South Park) 300 ft.
 Second—Aaron Jones (Hendon Park) 1000 ft.

GLIDING CONTEST

Dead engine from 2000 ft., hot run on the ground in 10 min.
 Winner—Harry Smith—Bellanca CF
 Second—Walter H. Beech—Laird "Swallow"

CLIMBING AND DESCENDING CONTEST
 Each contestant in allowed 15 min. to get off the ground. If longer to be disqualified—The man that gets the highest tail on within the allotted time, wins.
 Winner—Harry Smith—Bellanca CF
 Second—Walter H. Beech—Laird "Swallow"

An observer gave the field checks the length.

May R. W. Schroeder, the "best" of the Monmouth Flying Meet



May R. W. Schroeder, the "best" of the Monmouth Flying Meet

The Free Run

FREE FOR ALL CUP RACE, Class "A". Silver Cup, value \$500, by Monmouth Motorcraftmen.
 Winner—E. Hamilton Lee—Special Mail III

FREE FOR ALL CUP RACE, Class "B". Silver Cup, value \$300, by Monmouth Automobile Dealers Association.
 Winner—Harry Smith—Bellanca CF monoplane, 80 hp.
FREE FOR ALL CUP RACE, Class "C". Silver Cup, value \$300, by Curtiss, Cessna & Aero Club of Monmouth.
 Winner—Walter H. Beech—Laird "Swallow," 80 hp.

ALTIITUDE CUP CONTEST. Silver Cup, value \$200, by D. W. O'Connor, Monmouth, Ill.
 Winner—Sharley Short, W. A. Tuckey—Biplane 300 hp. 22,000 ft.

ACROBATIC CUP CONTEST. Silver Cup, value \$200, by A. J. Hughes, Monmouth, Ill.
 Winner—Walter H. Beech—Laird "Swallow," 80 hp.

PARACHUTE JUMP FOR SPOT LANDING. Silver Cup, value \$100, by Estey Club of Monmouth.
 Winner—Edward Kolstedt (South Park) 300 ft. from spot.

GLIDING CONTEST. Silver Cup, value \$150, by the Exchange Club of Monmouth.
 Winner—Harry Smith, Bellanca CF monoplane, 80 hp. Anzani.
CLIMBING AND DESCENDING CONTEST. Two Silver Cups, value \$100, by A. B. Friedman, Monmouth.
 Winner—Harry Smith, Bellanca CF monoplane, 80 hp. Anzani.

Aviation in Newfoundland and Labrador

A Practical Demonstration of the Value of Aerial Mail and Passenger Transport in Arctic Countries

The practical utilization of the airplane during the winter and spring in Newfoundland for carrying passengers and mail, and for making observations as to ice and weather conditions off the coasts of Newfoundland and Labrador, has recently been successfully demonstrated. The winter season of Labrador was broken for the first time by Maj. F. Sidney Cotton with a Martinque airplane in flight from Dorset, at the head of the Bay of Exploits, Newfoundland, to Cartwright, on the north coast of Newfoundland, to Cartwright, on Labrador Bay, east of Labrador, and return.

Newfoundland has been delivered of these northern points only two or three times each winter, the journey taking many

months at work of the coast. The following day Major Cotton made an attempt to get on the way but the machine sinking in the soft snow, could not "take off" with the full load aboard on Trapper Hawk, was left behind. Accompanied only by his co-pilot, Major Cotton started the engines for Hawk's Bay but not a trouble occurred and returned to Battle Harbor.

On making the flight (which should be met at Cartwright Bay and the plane crashed 7000 ft. in order to get above them. Arrival of Cartwright was made at 3:45 p. m. Although the ice was heavily and rough no damage was sustained in landing. Maps and papers were delivered and the residents



Fig. 1. The Martinque in front of the harbor at Quash Pook Lake, N. F.—Fig. 2. Major Cotton and J. R. Stewart (in the machine) with Captain Stewart and Alvin Butler of Pigeon, the half way house on their return from the ice fields—Fig. 3. The Martinque after Major Cotton's first landing on isolated Labrador

weeks by dog sleds and suffering considerable suffering to both men and beast. Major Cotton has apparently penetrated farther north with an airplane than any previous attempt, and has thus demonstrated that the present arctic method of transportation is no longer necessary. The trip as required by dogs, due to minor trouble and to blizzards on the way, but the return was completed in 4 hr. 45 min. Major Cotton made an average of 130 mph. and found the temperature about 30 deg. below zero.

Flying to the Frozen North

Following are some interesting details of this pioneer journey. Major Cotton, his mechanic, Edmund, a trapper named Hart left Dorset at 10:15 a. m. on March 15, to fly to Cartwright, Labrador, with mail and papers. Flying was made difficult by great masses of clouds but they reached St. Anthony at 12:45. Here they landed, delivered the mail and took some news about Battle Harbor and had lunch with Dr. Christie of the hospital there. While landing one of the skids struck some object protruding from the ice and the plane was tipped off. At St. Anthony nothing could be found to repair it and they had to leave it at 2 p. m. They left St. Anthony at 3:45 and reached the Labrador Coast at 4:30. Five minutes later they met a big snowstorm. As they had gone too far to turn back to St. Anthony Major Cotton decided to carry on. He brought the plane to a very low level so that he started the Coast the cliffs towered above them. The visibility was only about a half a mile. They arrived at Battle Harbor at 5:15 and experienced great difficulty in picking out the village. The inhabitants were amazed to see him, and the wireless operator who heard the messages of the engine working and could not figure what the noise came from landed from the station with a feeling akin to alarm. A safe landing was made, through a strong fast wind was blowing and a blizzard was again raging at the time. The machine was "kicked" up the side of a hill and slid down the night.

The next day was spent in repairing the damaged skid and

was glad to get them. During the flight several shorter trips on private business were made.

The Return Trip

The return flight was made on March 15. The machine left Cartwright at 10:05, passed Battle Harbor at 11:05, landed at St. Anthony at 11:50, left St. Anthony at 12:50, landed at Dorset at 2:45, left Dorset at 3:25, landed at St. John's 5:05 a total of 1 hr. less about 2 hr. actual flying of 5 hr. actual flying for a distance of 500 miles. At Quash Pook a perfect landing was made and Major Cotton was greeted by a host of admirers who had gathered there. From Dorset to St. John's the machine came on the ice sheet. Three bags of mail were brought to town.

To appreciate the danger which this flight involved, the conditions which proved in Labrador is the winter must be understood. Between Newfoundland and Labrador there is absolutely no communication during several months of the year. Four hundred miles from St. John's is Battle Harbor, the last settlement in touch with civilization and then, only by means of wireless. The sole means of communication between Battle Harbor and Cartwright is by the coast guard steam. There are only a few scattered families between these two places.

It will be seen then that Major Cotton had to fly 500 miles over a snow covered waste, at a temperature considerably below zero, and with the knowledge that any accident to his machine would mean almost certain death. The flight was made at a time when some very severe blizzards and storms were raging on Labrador and when under the most adverse conditions, having to leave the plane out in the open overnight and flying through snow and hail and other storms.

Major Cotton gives it as his opinion that as aerial mail service to Labrador is of carrying on. Questioned as to his impression of Labrador he said that viewed from the air the country appeared Newfoundland for grandeur of scenery and there seemed to be unlimited areas of timber. He quoted some amazing experiences on being that

Foreign News

Italy.—The Italian competition for an aeronautical engine will be only national. The lately announced price of 1,000,000 Lira will be advanced to 2,000,000 Lira.

The pilot Cattaneo has arrived at Giarugli, Rome, with all the material necessary for the construction of a large repair shop of aeronautical material. An Italian aeronautical station will soon leave for Rome to organize and direct the aviation school which is now being organized in that country by the Italian pilot Elio Lodi. The station will carry to



Prince Scelba, Italian Secretary of War

Rome a number of aircraft, namely, fifteen Gakardis, and four few airplanes, and two Morini 16 and two Savoia flying boats.

Three Morini 16 airplanes fitted with Daimler-Benz V8 engines have arrived at the Royal school of Barcelona, Spain. Two Savoia 16bis airplanes (new type) fitted with Hispano-Suiza 300 hp. engines have arrived at Las Alcañices for use with the Spanish air service.

The Italian airplanes delivered to Spain within a few months run up a score.

Prince Scelba, secretary of war at the Italian cabinet, has for many years taken a prominent part in all aeronautical questions of Italy as president of the International aviation commission. During the war he was in command of the Cavalieri-Silvestri troops which fought with the Italian army against Austria. At the Peace Conference Prince Scelba was detailed as an Italian delegate. Prince Scelba, who is an enthusiastic believer in aeronautics has the intention, as secretary of war, to give it a great development.

Trade News

Although there is no field at Cincinnati available for landing, the Cincinnati Aircraft Co. is making rapid progress and during the past week has made several sales, using a field near Harrison, Ohio, for its facilities. A small inventory has been established at Cincinnati and Dayton streets where rebuilding and repair work is being carried on on a small scale. It is understood that this company will secure the services of D. W. Washington, aeronautical engineer of Hempstead, N. Y., with a view to designing a monoplaner airplane.

H. F. Woodard has been appointed representative of the Cincinnati Aircraft Co. for Indiana, with headquarters at Indianapolis.

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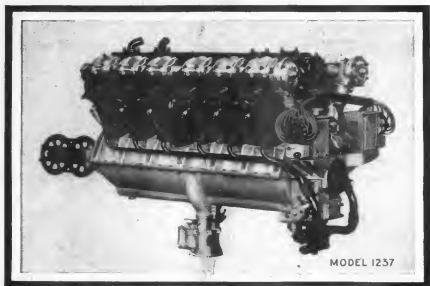
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